



reinforcement and stressing cables. Area is located beneath a deck drain, P3. Double tees otherwise in fair condition. No access under deck due to deep water and flow rate but no visible efflorescence/leakage on bottoms of double tees.

**DECK**

<b>Condition:</b>	F1 - Fair	<b>Curbs:</b>	P3 - Poor
<b>Hand Rail:</b>	P3 - Poor	<b>Roadway Condition:</b>	F1 - Fair
<b>Approach Rail:</b>	F1 - Fair		
<b>Comments:</b>	- Asphalt has minor rutting and settlement cracks over approaches, F1. - Guiderail has some split posts, rails are not connected to end blocks and all hazard markers are in place. No additional energy dampening posts at end blocks, F1. - Curbs have medium spalling/disintegration throughout on the roadway. Southeast exterior curb/fascia over the wingwall has heavy disintegration exposing one set of handrail post anchor bolts, P3. Northeast curb/fascia has mild cracking with efflorescence. Remainder of curb/fascia in fair condition, F1 - Handrails have medium to severe corrosion throughout. Ends of rails are encased in end block concrete with heavy staining on the ends of all end blocks. Corrosion of the rail has severally spalled and cracked the faces of southeast and southwest end blocks respectively.		

**HYDROLOGY**

<b>Water Velocity:</b>	1 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	1 m	<b>Scour Problem:</b>	P - Possible Problem
<b>Waterway:</b>	02 - InAdequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>	- Water is slamming into southwest corner of the south footing, scour is suspected. Structure is misaligned to river and seems narrow for the flow rate.		

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2024	<b>Replacement Year:</b>	2030
<b>Antic. Rehab. Cost:</b>	\$100,000	<b>Replacement Cost:</b>	\$1,200,000
<b>Recommendations:</b>	- Repair southeast curb. Replace handrail and pour back areas where handrails are to be removed from end blocks. Patch bearing seat exteriors. Place rip-rap on southwest corner, river slamming into area. Remove road sand/gravel from curbs. Reseal curbs over bearing seats and replace the north expansion joint seal. Northwest second interior double tee needs repair if possible, concrete missing and cables are exposed over a large area. Consider a full structural replacement of bridge as structure is towards end of design life.		

**OBSERVATIONS**

<b>Overall Condition:</b>	P3 - Poor	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	- Hazards, medium traffic and slopes. No access under bridge, high flow rate and deep water.		